

**VERSION WITH MARKINGS TO SHOW CHANGES MADE****In The Claims****COPY OF PAPERS
ORIGINALLY FILED**

11. (Third Amendment) In an adaptive speed control system for a vehicle, a system for controlling vehicle deceleration, the system comprising:

a receiver [capable of] for receiving an input signal indicative of a speed of the vehicle; and

a controller [capable of] for setting a maximum allowed vehicle deceleration based on the vehicle speed, wherein, to set the maximum allowed vehicle deceleration, the controller is operative to decrease the maximum allowed vehicle deceleration as the vehicle speed increases.

12. (Third Amendment) In an adaptive speed control system for a vehicle, a system for controlling vehicle deceleration, the system comprising:

a receiver [capable of] for receiving an input signal indicative of a speed of the vehicle; and

a controller [capable of] for setting a maximum allowed vehicle deceleration based on the vehicle speed, wherein, to set the maximum allowed vehicle deceleration, the controller is operative to increase the maximum allowed vehicle deceleration as the vehicle speed decreases.

14. (Third Amendment) In an adaptive speed control system for a vehicle, a system for controlling vehicle deceleration, the system comprising:

a receiver [capable of] for receiving an input signal indicative of a speed of the vehicle; and

a controller [capable of] for setting a maximum allowed vehicle deceleration based on the vehicle speed, wherein the maximum allowed vehicle deceleration varies in a range between about 0.2 g and 0.3 g.

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15. (Third Amendment) In an adaptive speed control system for a vehicle, a system for controlling vehicle deceleration, the system comprising:

a receiver [capable of] for receiving an input signal indicative of a speed of the vehicle; and

a controller [capable of] for setting a maximum allowed vehicle deceleration based on the vehicle speed, wherein the maximum allowed vehicle deceleration is an exponential function of the vehicle speed.